

Appln. No. 09/466,706

Attorney Docket No. 10541-1645

I. Amendments to the Claims

1- 9. (Cancelled)

10. (Currently Amended) A component support assembly adapted to be mounted in a vehicle door having a door window, comprising:

a rigid double-shell box structure having a first wall adapted to face an interior of the vehicle and a second wall adapted to face an exterior of the vehicle, said second wall being located between said first wall and the vehicle door, said second wall having at least first and second hollows separated by a separating member,

said first wall being connected to said second wall thereby forming an enclosed volume with said first hollow of said second wall, and

a plurality of vehicle door components fixedly attached to said first wall so as to be located within said enclosed volume and so as to be independently supported by said rigid double-shell box structure, a surface of said first hollow adapted to face the door window and having a curved shape adapted to substantially correspond with a curved shape of the door window when fully retracted.

11. (Cancelled)

12. (Previously Presented) The component support assembly of claim 10, wherein said second wall of the rigid double-shell box structure is more towards an interior of the vehicle than a fully retracted curved vehicle door window.

13. (Previously Presented) The component support assembly of claim 10, wherein said rigid double-shell box structure further comprises rigid impact absorbing foam inserted into the second hollow of the second wall.

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14. (Previously Presented) The component support assembly of claim 10, wherein the first wall of the rigid double-shell box structure is jointly fixed at edge portions with the second wall.

15. (Currently Amended) A vehicle door, comprising:
an outer panel configured to be mounted on a vehicle body;
a component support assembly mounted to the vehicle door including a rigid double-shell box structure having a first wall facing an interior of the vehicle and a second wall facing an exterior of the vehicle, said second wall being located between said first wall and said outer panel, said second wall having at least first and second hollows separated by a separating member said first wall being connected to said second wall thereby forming an enclosed volume with said first hollow;

an interior lining, and

a plurality of vehicle door components fixedly attached to said first wall so as to be located within said enclosed volume and so as to be independently supported by said rigid double-shell box structure, a surface of said first hollow adapted to face a door window and having a curved shape to substantially correspond with a curved shape of a fully retracted door window.

16. (Cancelled)

17. (Previously Presented) The door of claim 15, wherein said second wall of the rigid double-shell box structure is more towards an interior of the vehicle than a fully retractable curved vehicle door window.

18. (Previously Presented) The door of claim 15, wherein said rigid double-shell box structure further comprises rigid impact absorbing foam inserted into the second hollow of the second wall.

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19. (Previously Presented) The door of claim 15, wherein the first wall of the rigid double-shell box structure is jointly fixed at edge portions of the second wall.

20. (Currently Amended) A door for a vehicle comprising:
a door structure including a first door wall and a second door wall and lateral door walls;

an equipment support to be mounted to the door structure; and

an interior trim lining,

wherein the equipment support includes at least one warp-resistant double-shell box structure having a first wall facing an interior of the vehicle and a second wall facing an exterior of the vehicle, said second wall being located between said first wall and said door structure, said second wall having at least first and second hollows separated by a separating member, said first wall being connected to said second wall thereby forming an enclosed volume with said first hollow,

wherein said second wall has substantially a same curvature as a fully retracted vehicle door window, and

a plurality of vehicle door components fixedly attached to said first wall so as to be located within said enclosed volume and so as to be independently supported by said rigid double-shell box structure, a surface of said first hollow facing the door window and having a curved shape to substantially correspond with a curved shape of a fully retracted door window.

21. (Previously Presented) The door of claim 20, wherein said second wall of the double-shell box structure is more towards an interior of the vehicle than a fully retracted curved vehicle door window.

22. (Previously Presented) The door of claim 20, wherein said rigid double-shell box structure further comprises rigid impact absorbing foam inserted into the second hollow of the second wall of the double-shell box structure.



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23. (Currently Amended) A component support assembly to be mounted in a vehicle door, comprising:

a rigid double-shell box structure having a first wall facing an interior of the vehicle and a second wall facing an exterior of the vehicle, said second wall being located between said first wall and said vehicle door, said second wall having at least a first hollow and having a window lifter mechanism mounted thereto, said first wall being connected to said second wall thereby forming an enclosed volume with said first hollow, and

a plurality of vehicle door components fixedly attached to said first wall so as to be located within said enclosed volume and so as to be independently supported by said rigid double-shell box structure, a surface of said first hollow facing the door window and having a curved shape to substantially correspond with a curved shape of a fully retracted door window.

24. (Previously Presented) The component support assembly of claim 23, wherein the second wall includes a second hollow separated from the first hollow by separating member.

25. (Previously Presented) The component support assembly of claim 23, wherein said second wall of the rigid double-shell box structure is more towards an interior of the vehicle than a fully retracted curved vehicle door window.

26. (Previously Presented) The component support assembly of claim 24, wherein said rigid double-shell box structure further comprises rigid impact absorbing foam inserted into the second hollow of the second wall.

27. (Previously Presented) The component support assembly of claim 23, wherein the first wall of the rigid double-shell box structure is jointly fixed at edge portions with the second wall.

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28. (Previously Presented) The component support assembly of claim 10 wherein said at least first and second hollows occupy a majority of said second wall.

29. (New) The component support assembly according to claim 10, wherein said plurality of vehicle door components is directly attached to said first wall.

30. (New) The door according to claim 15, wherein said plurality of vehicle door components is directly attached to said first wall.

31. (New) The door according to claim 20, wherein said plurality of vehicle door components is directly attached to said first wall.

32. (New) The component support assembly of claim 23, wherein said plurality of vehicle door components is directly attached to said first wall.

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